

# Mobility

Few areas near the Central Business District of Louisville Metro illustrate our auto-centric society as does the SoBro neighborhood. Massive surface parking lots and one-way streets have decimated the neighborhood creating a system of roadways that facilitates high-volume rapid transit throughout, linking outside neighborhoods to parking lots but little else. SoBro's grid street system extends southward from downtown and flows throughout, yet the streets do not provide the interconnectivity associated with the traditional grid system.

Major vehicular arteries impose physical barriers along three of the four edges of the neighborhood (see map below). West Broadway, to the north, discourages pedestrian access to the neighborhood from the downtown area due to the great width of the street and the lack of pedestrian medians that could otherwise create a more pedestrian-friendly boulevard. Contributing further to this poor pedestrian gateway to SoBro is the fragmented street wall and lack of retail destinations along the southern face of Broadway. Ninth Street, to the west, and Interstate 65, to the east, also create barriers to connectivity by severing nearby neighborhood streets and limiting access to these boundary roadways and adjacent neighborhoods. Although originally designed to



*Broadway looking west at Second Street*



*I-65 disconnect SoBro from the Smoketown Neighborhood.*



mitigate the through-traffic of tractor trailers serving the industrial zone to the west, Ninth Street has created its own set of accessibility problems for manufacturing and warehouse businesses within the western portion of the SoBro neighborhood. The use of one-way streets has created a maze of confusing patterns for vehicular and pedestrian traffic alike. Lastly, the designation of no-left-turn lanes on Broadway greatly reduces the southern route choices available to westbound vehicles attempting to enter the SoBro neighborhood. To improve these issues, it is recommended to analyze and potentially restore two-way routes throughout the neighborhood. The illustrative map on page 32 provides a prioritized list of potential conversions.



## Pedestrian and Bicyclist Issues

Streetscapes of SoBro suffer greatly from the abundance of surface lots and large setbacks of many of the structures. Although the width of sidewalks in the area provides ample space for pedestrian traffic through the neighborhood, the lack of continuity and interesting street-walls is not conducive to a quality pedestrian environment. The existing stock of pedestrian friendly sidewalks is the result of the traditional neighborhood design prior to urban renewal which left us with a wonderful system of sidewalks but no destinations. The neighborhood blocks running north-south become larger as one moves south from Broadway. These larger blocks should be subdivided into smaller configurations through the introduction of new streets or pedestrian walkways. One positive note is the recent completion of a dedicated bike lane along Third Street from Main Street to the University of Louisville and eventually to Iroquois Park. The neighborhood has a good start on connectivity by bicycle to surrounding neighborhoods to the north and south. Further improvements and extensions of this network will help to solidify the designation of SoBro as an important urban core neighborhood that serves to bridge the downtown with Old Louisville.

## Public Transportation

SoBro is well served by the Transit Authority of River City (TARC). Currently, thirty-two (32) of the fifty-seven (57) TARC routes operate within the neighborhood. TARC's services provide a great deal of connectivity for the residents and work force of SoBro to the all of Louisville Metro and parts of southern Indiana.



*Surface lot near the corner of Kentucky and Second Street*



*The SoBro area is well served by TARC's public transportation system.*



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## ACTIVE Louisville

All of the goals of ACTIVE Louisville should apply equally to every neighborhood throughout Louisville Metro.

Increasing opportunities for safe and convenient physical activity, which lead to healthier lifestyles and communities, is on the agenda of every urban designer, project developer, transportation and park planner, neighborhood leader and residents of all ages. As a reminder from the SoBro Neighborhood Planning Task Force, the following active living initiatives should be anticipated and addressed in all aspects of SoBro's redevelopment initiatives:

- Incorporation of active living principles into all physical development projects and neighborhood improvements
- Provision of programming and educational opportunities that promote healthier lifestyles
- Leadership linkage across disciplines and stakeholder groups that institutionalizes an active living approach to planning throughout SoBro and its adjacent urban neighborhoods

## Summary Recommendations

- Initiate a transportation study, that would coordinate with current planning efforts in the Park Hill Corridor to the west of 9th Street, for the purpose of improving vehicular access to the many businesses in Southwest SoBro while protecting the residential areas of SoBro and Old Louisville from commercial vehicle intrusions.
- Study and enact restoration of two-way traffic to streets throughout SoBro (See map on page 32).
- Develop a network of neighborhood bike routes that connect with the Louisville Metro Bike System.



## SoBro Street Conversion Recommended Priority Map (Illustrative)



# Housing

Although most of the housing in the neighborhood is scattered between the vast surface and vacant lots, the SoBro housing stock varies widely from simple shotgun style homes to large three and four-story, 100 year old homes along with an assortment of multi-unit dwellings.

With a seemingly enormous potential for infill development, a housing study was conducted by Zimmerman/Volk Associates, Inc to identify the depth and breadth of the market for newly-introduced market-rate housing units. The Study summarizes the market potential and optimum market position of units created both through the adaptive re-use of existing non-residential buildings as well as through new construction-to-be leased or sold within the SoBro Study Area.

From the perspective of draw area target market propensities and compatibility, and within the context of the new housing marketplace in the Downtown Louisville/SoBro market area, the potential market for new housing units within the study area could include the full range of housing types, from rental multi-family to for-sale single-family detached housing. However, as in the downtown, new construction should concentrate on higher-density housing types, which support civic and commercial urban development and redevelopment most efficiently. The study cited the most appropriate housing types to be:

- Rental lofts and apartments (multi-family for-rent)
- For-sale lofts and apartments (multi-family for-sale)
- Townhouses, rowhouses, live-work (single-family attached for-sale)

The raw space version of a loft, or “hard” loft, is adaptable for a wide range of non-residential uses, from an art or music studio to a small office, as well as residential living areas. The interior of “hard” lofts typically have high ceilings and commercial windows, no interior partitions, and other features that define flexibility and rawness of this type of space. A “soft” loft on the other hand, may or may not have high ceilings and are fully finished, typically with separate rooms. The loft, whether “hard” or “soft” style, is not dependent upon building form, other than that it is almost always with a multi-unit building.

Although lofts can accommodate work space, the live-work units are typically attached buildings, each with only one principal dwelling unit that includes flexible space that can be used as office, retail, or studio space, or as an accessory dwelling unit. Live-work units could



*Historic housing stock along Second Street*



*The Weissinger-Gaulbert Building today*

therefore be developed through adaptation of a rowhouse or even the combination of two adjacent rowhouses.

The Zimmerman-Volk housing feasibility analysis presents useful insights on how to do so. The study concludes that there is a significant potential market for housing in the area both among “empty nesters” and young adults attracted to urban living and lifestyles. The keys to tapping into either of these markets, however, are product design, sales price or rent, and location. While developers can control design and price, the cost and availability of land at desirable locations are market issues well beyond their control. All of these circumstances suggest creating a significant housing development fund that would be pegged specifically to SoBro. The Zimmerman-Volk study has indicated that there is a potential market for housing in the area, especially at a “price point” that would be affordable to young adults. Drawing from the recent experience of Park DuValle, it seems the greatest inducement to new development in SoBro will need to be subsidy – to offset the initial perceived risk of building, buying, or renting in the area. Once a critical mass of new housing and structures has been established in SoBro, then a market shall have been established and the area can consequently be weaned of further development subsidy.

Experience of similar sized American cities has been that once the downtown residential component has been established and a viable alternative, the percentage of households that will consider downtown housing as an option grows as well. Dramatic shifts in the American household towards an increase in urban living appears to be likely to continue and likely increase in the years to come.

## Summary Recommendations

- Establish a SoBro Housing Development Fund to encourage new housing initiatives within SoBro, particularly focused in priority areas immediately east and west of the Fourth Street institutional core.
- Focus public-private housing development strategies in the Fifth/Sixth street corridor, from Ben Washer Park to the 800 Apartments, and including publicly-owned land currently under lease by Downtown Ford.



*New homes construction on West Oak Street*



*College Court Condominiums*



# Parks, Open Space, and Recreation

If quality of life is a determining factor in real-estate values, economic vitality, and a neighborhood's attractiveness, parks, open space, and recreation spaces play a critical role in this measurement. Besides their obvious benefit of providing active and passive recreation opportunities, public green spaces provide a multitude of social, environmental, and economic benefits. Studies across the United States have repeatedly demonstrated that parks and open spaces within a walkable distance (less than 500 feet) of a residential or commercial property lead to increased property values. In fact, in many incidences, the increased property value of adjacent properties has served beneficial in these park's maintenance and enhancements, without additional supplementary tax increases. SoBro's location adjacent to two of this region's top attractions, Downtown and Old Louisville, serve this area's future viability extremely well and merit significant consideration for future park, open space, and recreation spaces.

Currently, there are two parks managed by Metro Parks in the SoBro study area. Ben Washer Park, established in 1957, is a two-acre park located along Kentucky between Fifth and Sixth streets. The other, Memorial Park, nearly 1 acre and established in 1973, is one block away on Kentucky at 4th Street. Although both parks are integrated into the urban fabric of their immediate surrounding, aerial imagery reveals the abrupt contrast between the verdant streets south of these parks and the predominantly paved land to the north. Years without a vision, a plan, or community demand for a network of open spaces has created a context where the status quo is a virtual blank canvas.

In addition to parks and recreation spaces, streetscapes play an important role in strengthening the identity and cohesion of neighborhoods. A complete streetscape with street trees, landscaping, appropriate lighting and other design features create a pleasant and safe environment for all users of the street. SoBro's public streetscape suffers from existing trees that are sparsely planted and lacking in continuity. Upon crossing Kentucky Street the lush green north-south streets of Old Louisville lose their definition and become uninviting passages until reaching Broadway, save various sections along 4th Street. Broadway itself suffers greatly from a lack of urban trees, with many of the trees that currently line the streets being located on the inside of the sidewalk rather than near the curbs in planting pits or parkways. This planting arrangement negates the potential effect of traffic calming which gives the pedestrian a sense of a true physical barrier between themselves and the seven lanes of passing traffic. Designs for future introductions of street trees and visual buffer plantings should be reviewed to ensure that these streetscape elements be located



*Ben Washer Park*



*Memorial Park*

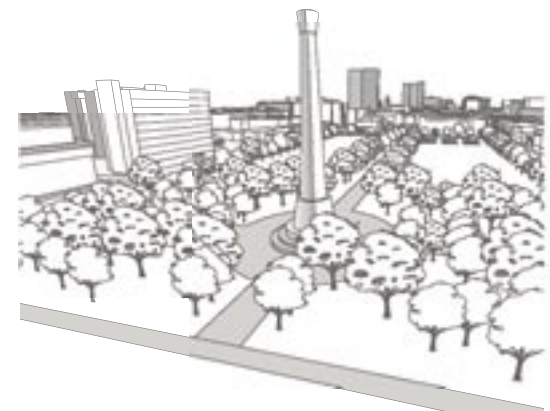


for maximum pedestrian benefit.

SoBro's extensive acreage of vacant land offers the possibility of creating a large park similar in size to Old Louisville's Central Park (see pg.39). Such a park could spur development along its periphery since parkside real estate has historically been shown to possess heightened aesthetic, psychological and tax-base value. A park of this size could also serve some of the goals of institutional stakeholders in the neighborhood, such as Spalding University and Presentation Academy, who expressed need of athletic facilities while also providing a community recreation and meeting place. Other types of public green space, from pedestrian corridors to small pocket parks, would ultimately be additional components of a coordinated, well-considered SoBro Greenspace System.

Tree lined streets is another method of uniting neighborhoods giving them a sense of place. Canopies of mature trees provide shade and encourage pedestrian use of sidewalks. Likewise, a tree's vegetation performs critical environmental functions such as absorbing carbon dioxide, filtering air and pollutants, and reducing stormwater runoff. Absent a plan over the years, SoBro's pattern reflects areas of piecemeal plantings. A consistent pattern exists around established locations such as the Louisville Free Public Library, Memorial Auditorium, and the public parks previously mentioned. However, the majority of the neighborhood presents a very inconsistent pattern of existing plantings as shown in the diagram on the following page.

The establishment of green and open spaces within SoBro is necessary to fulfill the vision of a pedestrian-friendly environment. Due to the lack of an identifiable network of existing parks and open spaces, a good opportunity exists to create a master plan for the greening of the neighborhood. A task force made up of professional landscape architects, planners and neighborhood residents and business owners should be formed. Their input would be key to identifying the most appropriate layout of the green spaces and their linkage to the neighborhood, a plan to acquire necessary lands to form the green framework, and exploration of collaborative funding mechanisms if public funds are not available for implementing the entire plan. This task force would begin their planning process by identifying and evaluating the numerous opportunities presenting themselves for the configuration of green spaces in the neighborhood.



*Concept for a large park between 3rd and 4th Streets north of Kentucky*



*Park configuration - conceptual model*

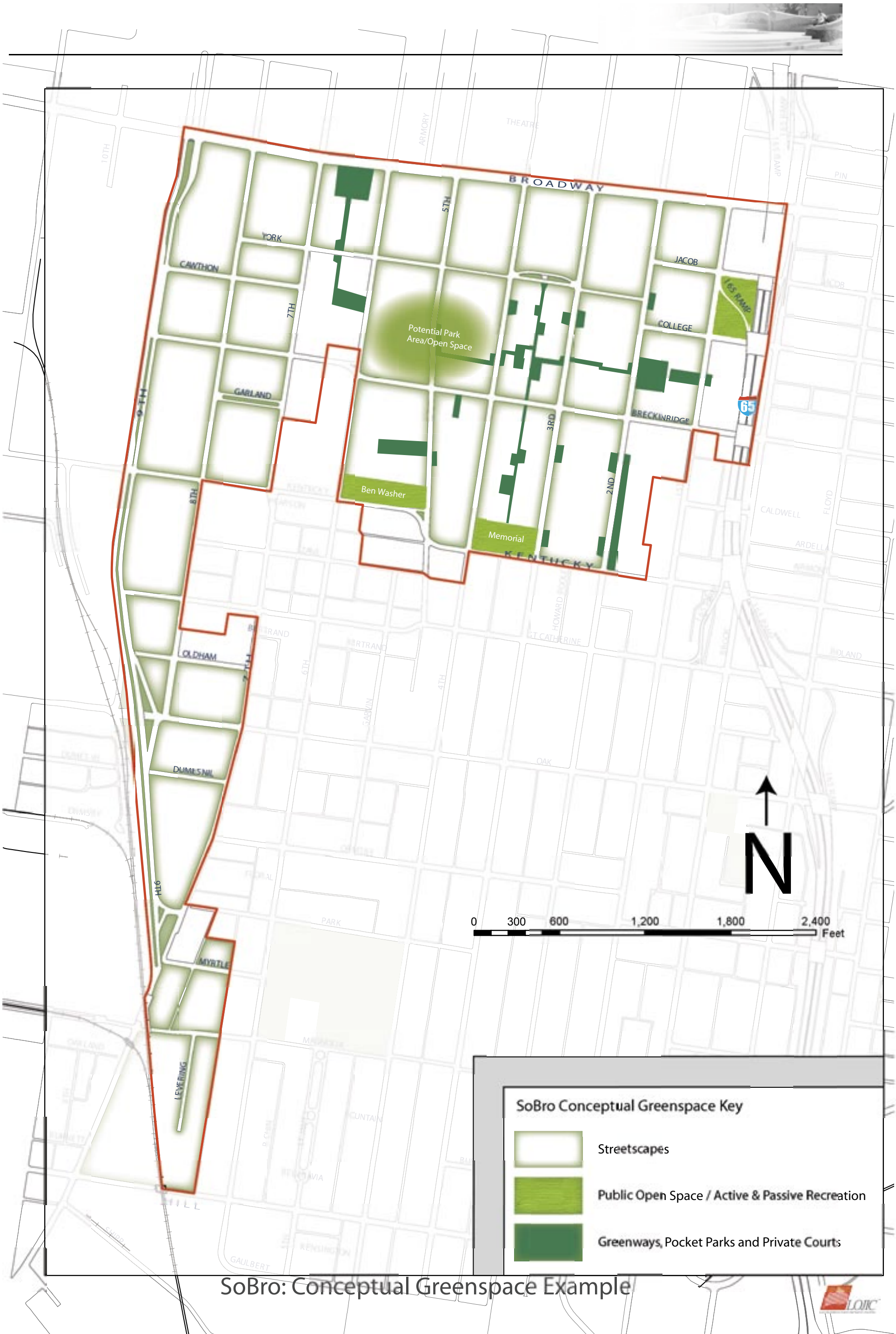




## Summary Recommendations

- Incorporate a streetscape and open space component into the Plan Development District Master Plan for the proposed two sections of SoBro, focusing on connection and consistency throughout all of Sobro. Design guidelines of the PDDs should include a streetscape and open space component, with an emphasis on First through Sixth streets, to create an effective and attractive transition between Downtown and Old Louisville and an inviting environment for pedestrians, cyclists, residents, and businesses. The plans should also establish a neighborhood-wide system of green spaces, ranging from pocket parks to athletic facilities, for use by residents, visitors, and educational institutions and teams.
- For SoBro “southwest,” develop a combination of public initiatives and property owner incentives to improve the quality of green spaces, streetscapes and industrial property perimeter screening. Quality should be in keeping with the character of Old Louisville generally and will provide a transition/connection to similar future efforts in the Park Hill Corridor to the west of 9th Street.





# Urban Design

Kevin Lynch, author of *The Image of the City*, offered us an insightful reflection regarding urban design when he said “Nothing is experienced by itself, but always in relation to its surroundings, the sequences of events leading up to it, the memory of past experiences.” This idea of context is the very subject that has inspired several studies and urban design analysis about SoBro. Throughout this document, the consistent theme has centered on SoBro’s rich urban fabric and potential to realize seamless connections to the area’s key amenities. This chapter looks at the potential “image” as well as the prospect for creating sustainable development for SoBro. The discussion centers on ideas developed from this neighborhood planning process, as well as concepts developed from the work of University of Louisville and University of Kentucky architecture and urban planning students.

## SoBro’s Morphology

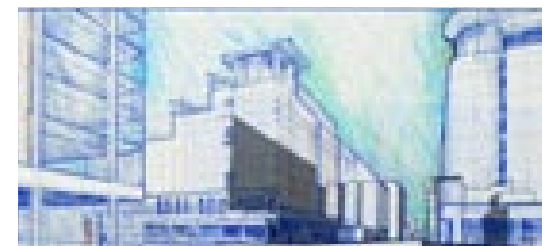
The pattern of development in the SoBro neighborhood has been mostly destroyed by the razing of buildings and implementation of vast surface parking areas. Few buildings remain to lend a hint of any semblance of pattern even along the major corridors of Broadway, Third Street and Fourth Street. Some significant buildings along the periphery such as the Cosmopolitan on Kentucky and Third Street can help to establish a new pattern of urban density and transition from the taller downtown structures along Broadway to the Cosmopolitan and across Kentucky to the Old Louisville Neighborhood.

Many of the buildings within SoBro do not conform to the envisioned urban development of the neighborhood. Beyond the major problems of surface lots, there are many buildings whose setbacks are too far from the street and whose heights are too short to create the prescribed cohesion of street walls conducive for vibrant urban communities.

Although many of the architectural treasures from a previous era no longer stand, the neighborhood retains several structures which merit preservation and a complimenting surrounding. The most prominent and guiding features of the neighborhood are the monumental and historic buildings which exist including the Louisville Free Public Library, Memorial Auditorium, Weissinger-Gaulbert, York Tower, Heyburn Building among others mostly concentrated along Third and Fourth Street and Broadway. These buildings help create a useful guide to determine the original shape and flow of the once flourishing neighborhood. Indicators to heights and setbacks



*Continuous streetwalls are an important component of a friendly pedestrian environment*



*Conceptual views of Broadway looking west*

as well as uses can be gleaned from such buildings as the Olympic or the Thierman.

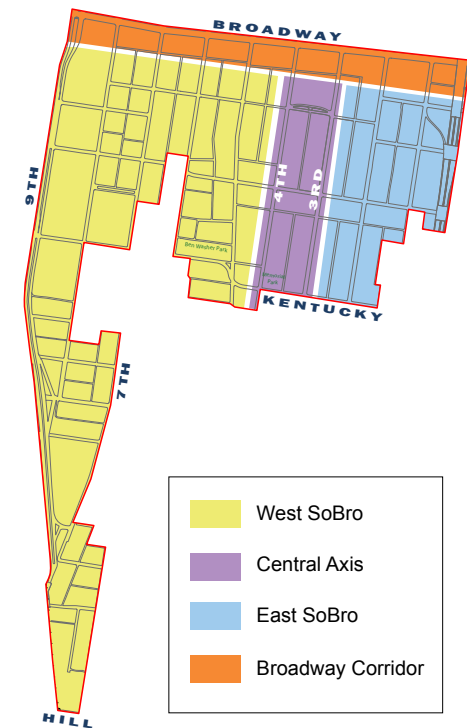
There are several areas within the neighborhood which create great opportunities for grand views and vistas. Although many of the buildings in the neighborhood have been replaced, several of the remaining structures are of significance from architectural, historical and cultural aspects. Alley systems such as Library Lane and Crystal Alley terminate on existing or potential landmarks. Library Lane terminates on the Library to the north and has great potential to the south for creating a vibrant pedestrian corridor. The federal Building between Sixth and Seventh on Broadway is the northern terminus of Crystal Alley. There are also potential views created by the slight diagonal skew of Fifth Street as well as the bends in the grid system along Breckenridge and Sixth, and Kentucky and Fifth. York Street also has the potential to have an east-west terminating vista at York and Second or Third.

Presently, there are no significant civic open spaces except for Memorial Park and Ben Washer Park. There are several opportunities for grand vistas by the creating of plazas and squares along Broadway, in particular in front of the Library between the Weissinger-Gaulbert Building and the Heyburn Building. Other potential sites include the south side of Broadway between Sixth and Seventh across from the Federal Building. There are actually many possibilities for civic spaces within SoBro due to the large amount of underutilized land as surface lots which would offer a great number of configuration possibilities.

Closer analysis of the physical form of the neighborhood displayed graphically to the right shows four areas of distinct development beginning to emerge along the east, west, central and Broadway corridors. Buildings would generally shift from high to mid-rise moving south away from Broadway. Fourth and Third Street make up the central axis of the neighborhood with Fourth Street having the highest concentration of monumental institutional building forms. East SoBro is composed of medium to low density downtown urban forms creating a buffer between the rest of the neighborhood and Interstate 65. West SoBro consists of low-rise to yard buildings of the traditional neighborhood form which transitions to industrial and manufacturing land uses. The land uses of the more industrially-zoned area between 7th and 9th streets are seemingly incompatible with the more residential character of the adjacent Limerick and Old Louisville neighborhoods. However, through the implementation of streetscape design and storage lot screening guidelines a greater cohesion can be achieved. Additionally, innovative



*Conceptual infill buildings looking north on 5th Street*



*Physical form map*



residential projects with interior facing courtyards could help integrate new residential land uses within this zone.

Further research needs to be completed to determine the possibility for parking within the neighborhood. Plainly the existence of the large swaths of surface parking has not materialized without a perceived or real need. In order for the neighborhood to be revitalized the surface parking must be mitigated through the construction of multiple parking structures as well as creative parking situations which relegate parking to the interior of blocks or below grade to open the streets to more compatible uses of a lively pedestrian environment.

SoBro is a missing piece of the urban neighborhood landscape surrounding the core of downtown and its ongoing revitalization. One key component of complementing the downtown core and creating a smoother transition to Old Louisville and beyond would be to address its form district. A possible solution to the effort of reconstituting the neighborhood form would be to expand the Downtown Form District from the present boundary at York, down to Kentucky Street. The general character of SoBro, as envisioned by the Task Force, aligns much more clearly with the guiding regulations of the Downtown Form District than with the more purely residential character set forth in its existing Traditional Neighborhood Form District designation. Rebuilding the urban form of the neighborhood is imperative in creating a vibrant and attractive place to live and work between downtown and historic Old Louisville.

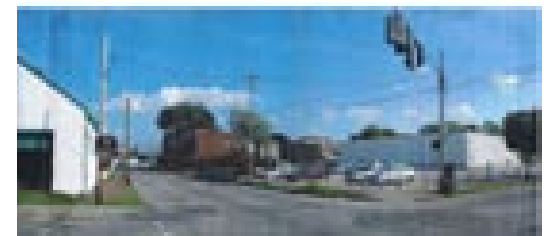
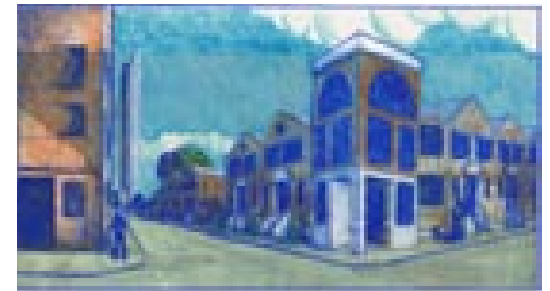
## Urban Design Studio Project

In the summer and fall of 2006, an urban design analysis conducted at Louisville's Urban Design Studio combined students from both the University of Kentucky's School of Architecture and the University of Louisville's MUP program. The analysis, called "The Pieces of the City, Evolution or Intervention," included investigation of new urban form, urban elements, organization of urban space, the problem of scale, change, growth and culture, relationships between the buildings, urban meaning, use and social planning. Some of the results or their creative thinking are reflected above, in addition to three important principles, that if followed would help create a unique SoBro. The principles include:

1. Define a **street wall** of buildings and characteristic of older historic districts.



*Conceptual infill along 5th Street*



*Conceptual infill at 7th and Breckinridge with a new commercial building with housing or office space above, green space and greenhouses on the roof*



2. Group buildings together and design as **ensembles** or cluster sets and subsets.
3. Surprise the viewer through a **variety** of building types and ensembles of buildings.

The conclusions of the Urban Design Studio's work are summarized in the Appendix within this document. These concepts are included in this document to present the great possibilities that exist in SoBro and to offer a framework for any future development for the neighborhood.

## Making Sobro Greener

Louisville Metro's Mayor Jerry Abramson, in association with more than 275 mayors across the United States, has signed the US Mayors Climate Protection Agreement. The primary goals of this initiative are to enact policies and programs at all levels of government to address such issues as the reduction of greenhouse gas emissions, the restoration of urban forestry projects, the reduction of urban sprawl and the development of public information campaigns concerning all issues dealing with sustainable climate protection. Louisville's SoBro neighborhood offers a unique opportunity for Louisville Metro to position itself among the progressive leading cities in the United States. With its vast amount of underutilized surface parking and current lack of a strong neighborhood character, SoBro provides a strong prospect of creating a new, completely green neighborhood within the urban core. The city should strongly consider official designation of the area for green development. As such, future and ongoing redevelopment projects would focus on transforming the faceless asphalt expanses into vibrant green living streets not only with trees and vegetation, but through the companion uses of green technologies and policies. With the implementation of the United States Green Building Council's LEED (Leadership in Energy and Environmental Design) standards, the city should offer incentives for developers to build to these standards within the neighborhood. Credits could be offered for the incorporation of environmental and energy sensitive design such as green roofs and increases in the tree canopy.

A more progressive stance must be taken in order for Louisville to compete with cities in the region and the nation. Cities such as Austin, Chicago and Portland are leading the way in creating environmentally friendly environments through investments in sustainable development, from the green roofs of buildings down to the unsealing of impermeable streets. Some cities have developed resources such as websites and technical assistance to help spread the knowledge about green building practices and available materials. Other cities have used incentives such as



*The green roof on Chicago's City Hall is one example of a green building practice that has inspired a new generation of innovative building practices which are energy-efficient and aesthetically pleasing.*



preferential permit review for LEED certified buildings, utility rebates, and constructed municipal buildings as demonstration projects to encourage green building. Essentially, a strong push to utilize the latest advancements in renewables and energy efficient designs makes cities and urban dwelling more attractive both to the younger generations who already grasp and embrace the need for energy efficiency, and to the highly educated, a sought after commodity as the economy of the United States moves farther away from manufacturing and increasingly towards the service industry sector.

The economic incentives for “greener” development are simple. Cities save money through reduced energy usage. Energy prices continue to rise with no foreseeable trend reversal. As the price of gas and energy affects the financial stability of residents, the overall interest in more energy efficient lifestyles will increase. The improvement of the quality of life through cleaner air, more attractive surroundings and more livable environments benefits residents on multiple levels. In addition, the ability to attract businesses and industries committed to sustainable development should only increase through a community’s propensity for promoting green building. The benefits can help rejuvenate struggling neighborhoods such as SoBro by attracting businesses and injecting new life into residential and social facets of the area. There is already a noticeable rise in awareness of the need to find alternatives to fossil fuels. There will come a time when the country reaches the tipping point where the most sustainable cities win. Louisville can be on the right side of that equation if that day comes.

The designation of SoBro as a green development zone can potentially transform this neighborhood, with its neglected streets and excess of empty surface parking lots, into one of the most vibrant and sought after mixed-use areas of the city. This current state provides a prime foundation which Louisville can establish a standard for redeveloping Louisville’s historic core neighborhoods through investing in practices such as green building and green infrastructure. A green development zone could include public-private partnerships that dedicate human and financial capital to private and non-profit developers willing to use sustainable building practices. Examples of practices to include in the initiative could consist of providing technical assistance, preferential plan review, retrofitting the right-of-way using high-performance natural landscaping to handle stormwater treatment, and other practices which lessen the environmental impact of urban development. While many of these practices have higher initial costs, the long-term “pay-back” through lower operating and maintenance cost must be understood in order for this type of





initiative to succeed. Such an approach could serve as an example to surrounding neighborhoods, provide a blueprint for Metro-wide energy awareness, attract businesses, and establish Louisville Metro as a model learning laboratory for city leaders across the nation.

Another possible idea to help a creative kick-start to the green development initiative would be to offer a housing and/or workplace design competition following LEED standards. Recommendations contained in the Housing Chapter of this neighborhood plan, combined with the visions of leading-edge architectural and environment designers, would generate regional and national attention. Such interest would both accelerate the redevelopment of SoBro and enable Louisville Metro to take a leap forward in its pursuit to be a leader among the top tier of America's most innovative and progressive cities.

## Summary Recommendations

- Organize Fourth Street institutions to investigate the feasibility of joint parking arrangements and facilities.
- Establish a Metro-wide Green Development Zone program, with Sobro as the pilot project for the program, where designated areas of the city would be targeted for infill and redevelopment through incentives, guidelines and technical assistance for applying green building practices.
- A Green Development Zone program should be lead by Louisville Metro Government and guided by a community-at-large task force/technical advisory committee consisting of architects, landscape architects, developers, and citizens with a strong interest in sustainable building practices. This program could consist of initiatives such as:
  - Develop a checklist on energy-efficient design to serve architects and builders.
  - Advice policy makers and Metro agencies on developing programs, policy, and incentives that would help establish a Metro-wide initiative dedicated to green and sustainable building practices. Sobro could be an area which to target any pilot programs.
  - Conduct a survey that reviews the economic benefits of green building prac-



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tices around the country.

- Convene a Metro interdepartmental team to address opportunities for developing a green building incentive program.. Examples of possible incentives that offer water, stormwater, and energy rebates, fee reductions, preferential building permit review, and technical assistance to any development that uses United States Green Building Council's LEED certification.
- Following national models as a benchmark, establish a website that offers green building resources to help designers, builders, developers, business owners, and homeowners know about current knowledge on the practice and links to local resources.
- Partner with regional architecture and design schools, the Central Kentucky Chapter of the American Institute of Architects, and any interested parties to develop a green housing and/or workplace design competition for a site within the Sobro neighborhood.
- Develop a policy that requires any newly constructed Metro-related facilities, Metro funded projects, and infrastructure projects be constructed, renovated, operated, maintained, and deconstructed using green building, low impact development (LID), waste management, and conservation landscaping principles and practices to fullest extent possible.
- Explore the feasibility of establishing a green building fund and a policy of having site plan developers who do not commit to achieving a LEED rating contribute to the Fund. The fund would be used to provide education and outreach to developers and the community on green building issues.